

1. Chronology of Defect Determination

August, 2022

In the first half of August, 2022, Hino received four field reports from a dealer regarding vehicles equipped with 50-gallon fuel tanks with a low fuel pressure MIL illuminated. The dealer reported that upon inspection they observed the pickup tube in the fuel tank was bottomed out and likely caused a fuel flow restriction.

September, 2022

Beginning in early September, Hino began proactive inspections of fuel tanks in inventory which had not yet been installed on any vehicles. The inspections showed that some 50-gallon fuel tanks were slightly deformed and the clearance between tip of the pickup tube and bottom of the fuel tank was below minimum designed tolerance.

On September 14, based on the results of above-referenced inspection, Hino issued a shipping suspension at its WV assembly plant and decided to continue to investigate fuel pickup tube clearance in 50-gallon tanks and consider possible countermeasures for this issue.

In late September, Hino initiated an audit at the WV assembly plant to confirm the clearance between the tip of the pickup tube and the bottom of fuel tanks already installed on vehicles in its inventory.

As of September 20, as the result of the audit, Hino determined that approximately sixty percent of inventory vehicles equipped with 50-gallon fuel tanks had fuel pickup tubes that were under the minimum designed tolerance for clearance with the bottom of the fuel tank. Despite being outside tolerance, however, none of these vehicles demonstrated complete blockage of the pickup tube; the low pressure MIL present in field reports; or any indication that engine power had reduced because of lack of fuel.

At the end of September, Hino invited its supplier to observe and discuss the 50-gallon fuel tank installation process. This process revealed that in some instances installation of the 50-gallon fuel tank caused it to flex and bow inward, reducing fuel pickup tube clearance.

October - November, 2022

On October 13, based on the result of the inventory vehicle audit and several joint inspections with the supplier, Hino started inspecting fuel pickup tube clearances during the vehicle production process at the WV plant. Where the clearance was too small, Hino adjusted the fuel pickup tube to be within the design tolerance for clearance with the bottom of the fuel tank.

Hino began duplication testing with a modified tank with no pickup tube clearance. As a result of the test, Hino observed that low engine power or engine stall may occur in the worst case scenario, i.e., when the fuel pickup tube has zero clearance and has completely bottomed out against the bottom of the fuel tank. Even then, stalling would occur only under certain high load driving conditions. None of Hino's inspections to date have revealed this worst case scenario.

As of the end of November, Hino is still continuing further investigation to clarify the cause of deformation of 50- gallon fuel tanks.

On November 29, 2022, out of abundance of caution, based on the results of the above-referenced investigation and field reports, Hino determined to conduct a voluntary safety recall campaign for the subject vehicles equipped with a 50-gallon fuel tank.

As of November 23, 2022, Hino is aware of four field reports alleging low engine power, received in August 2022. Hino has also investigated warranty claims for fuel tank repairs. As of November 23, 2022, Hino is aware of twenty-two warranty claims for fuel tank repairs, including the four field reports just mentioned, involving a MIL illuminated for low fuel pressure. The repairs occurred between July 17, 2022 and September 19, 2022. Hino has used this figure to approximate the number of potentially affected vehicles. These warranty claims included eight instances of engine stalling. Hino has not yet had the opportunity to inspect any of vehicles associated with the reports of engine stalling, Hino is not aware of any reports of accidents or injuries resulting from reduced fuel pickup tube clearance.